

ORNAMENTATION FROM NATURAL TYPES.

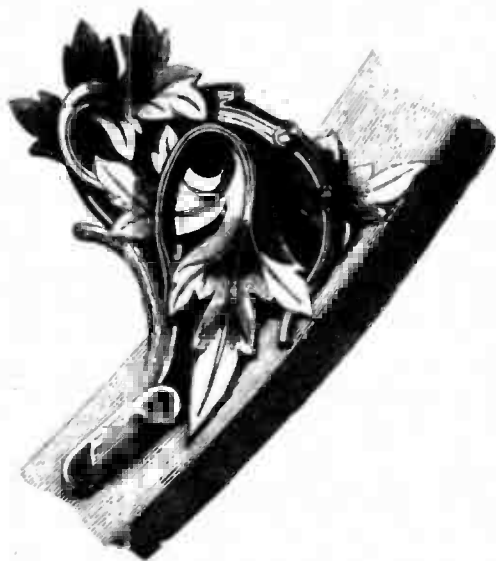


Fig. 6.—Crocket, South Transept, Beauvais Cathedral.

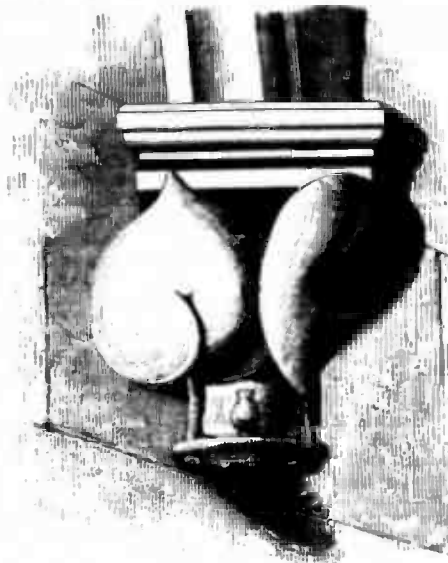


Fig. 7.—Corbel, Notre Dame de l'Epigne.

ORNAMENTATION FROM NATURAL TYPES.

WE have on several occasions urged the advantage to ornamentists of recourse to nature for beautiful examples; in her abundant store-houses are to be found the types of all that, in a conventional form, we are in the habit of copying from previous works. *Natural objects geometrically disposed* might be made to produce for us a system of ornamentation copious, original, and beautiful.

At hazard, we have taken from a hedge-row two slips of the common hawthorn. Depicted in figures 1 and 2,—what a graceful element for ornamental combination it is seen to present.

It was from nature that the mediæval artists obtained their abundant variety, and they often went back to the pure source for fresh inspiration. The following examples from our sketch-book will illustrate the fact.

Fig. 3 is from the jamb of the south-transept doorway, in the church of Notre Dame de l'Epigne, near Châlons-sur-Marne, France. This edifice, we may mention, is a fine example of a large flamboyant church: the western front is very elaborate—the carving particularly beautiful. As is generally the case throughout France, the mouldings are very few compared with English examples, and consist for the most part of wreaths of foliage and ornaments, copied closely from nature.

Fig. 7 is a corbel, from the same church, wherein the leaf of the water-lily is used.

Fig. 4 is part of a canopy of stone over a monument, in Worms cathedral: it is copied from rustic woodwork.

Fig. 5 is from a mural monument in the south transept of the cathedral of St. Omer, France. It is painted and gilt, as are most of the monuments in this cathedral.

Fig. 6 is a crocket from the doorway in the south transept of Beauvais Cathedral: the portal generally has elaborate flamboyant decorations. The transepts (which are later than other parts of the cathedral) were commenced in 1500, by the architects, "Jean Wast" and "Martin Cambiches," and finished in 1555.

EXHIBITION OF ART-MANUFACTURES.—

The exhibition of recent British manufactures at the Society of Arts, Adelphi, may be visited by tickets, which are obtainable, free, from any member, and at several places advertised. It will remain open till the 29th of next month.

NOTES IN THE PROVINCES.

THE restoration of Dunstable Church, Beds., at an estimated cost of 6,200*l.*, on plans prepared by Mr. G. Somers Clarke, Architect, has been resolved on, and a committee appointed to appeal to the public for the necessary funds, under the patronage of the Duke of Bedford, the Bishop of the diocese, &c.—'A magistrate' explains, in the *Bedford Times*, that of the seven plans submitted to Colonel Jebb, the Government surveyor, for the improvement of the County gaol, and of the three selected from these, it had been found, that although Messrs. Wing and Jackson's was the one appointed for the premium, and was to cost only about 14,000*l.*, not more than 114 of the 150 cells provided for on that plan could be carried out on the separate system, whereas Mr. Smith's plan, with 154 cells, and to cost about 18,000*l.*, would not cost more than Messrs. Wing and Jackson's when altered or enlarged to an equal extent, and was otherwise preferred by Colonel Jebb and the magistrates, and that therefore Mr. Smith's plan had been decided on by the adjourned sessions without rescinding the vote as to the premium, and that the only question now remaining was, whether the selected plan should be at once adopted, or at entirely new gaol erected on a new site.—A site of 80 acres, in the parish of South Weald, for the Essex County Lunatic Asylum, has been purchased, at a cost of 8,000*l.*—A commodious assembly room is to be erected at St. Ives, at the expense of Mr. G. G. Day, on a guarantee of rent by a number of the inhabitants.—A Mariners' chapel and school is to be erected at Gloucester, so soon as subscriptions to a reasonable extent have been accumulated.—A fire, originating in a stove, near some pews, in Rock Ferry Church, Cheshire, lately broke out, destroying pews and injuring the property, besides blackening the walls and roof, before it was extinguished.

—A Church, in the decorated Gothic style, with a lofty tower and spire, has been erected by the Unitarians at Gee Cross, Lancashire. The organ is to be placed on a carved oak screen, and the windows are to be filled with stained glass.—At Bradford, 500*l.* each have been contributed by a gentleman connected with the parish, towards the erection of two churches, with 2,500*l.* each, towards their endowment. The plans of one of them have been prepared.—The Snetzler organ in Beverley Minister has

been re-opened with extensive additions by Messrs. Forster and Andrews. The red cloth complained of by a correspondent in *THE BUILDER* has been removed.—St. Cuthbert's Church, Bensham, parish of Gateshead, was consecrated on 16th instant. The style is that of the latter part of twelfth century, designed by Mr. Dobson, architect, with a tower and spire. The body of the church is 92 feet; chancel, 22; height of edifice, 110; sittings, 600, one half free. Mr. Adamson, of Whickham was the builder, Mr. Dunn, of Gateshead, the carpenter, and Mr. Notman, of Newcastle, the upholsterer. The cost was about 2,000*l.*—Messrs. Scott, of Carlisle, have put up a stained-glass east window in the chancel of the new church at Aspatia, contributed chiefly by Mrs. Thompson, of Rose Castle. Mr. Clennel, of Brayton, the Rev. A. Salkeld, &c.—The foundation-stone of a new castle has been laid by Lady Londonderry, "with her own fair hand," on her maternal estate, in the county of Antrim, Ireland.

RAILWAY JOTTINGS.

A RAILWAY signal for passenger-carriages was registered in January last, by Mr. T. Edwards, of Cambridge, who has submitted the design of it to our inspection. It consists mainly of a red lamp, visible at night both in rear and in van, inserted into a red board for day signal, and affixed to a vertical rod which elevates it out of a box, below the level of the carriage roof, when actuated from within the several compartments of the carriage by aid of a friction pulley and cord, slide-rod and tube, secured to the roof-interior. A spring catch with a handle outside arrests the signal-rod when raised, and keeps it up until the handle is pulled back, when it falls into its place, with the lamp and board within the protecting-box. The *modus operandi* may be original, but the idea is by no means new; and however ingenious such signals may be, they are all defective unless some mode of personal access to the carriage be prepared for the guard, who must really be allowed to judge of the propriety of stopping a train, by something else than by the mere popping up of any signal, however skillfully invented, or however easily worked by every old woman of nervous temperament shut up in a railway carriage. As an adjunct, however, to the simple mode of converting a series of foot-boards, or a way